



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

September 17, 2014

10 a.m.

City Council Chambers
Suisun City Hall
701 Civic Center Blvd., Suisun City, CA
(see attached map)

Simultaneous teleconference calls will take place at:

San Jose City Hall – Tower Building
200 E. Santa Clara Street, Room #T1853
San Jose, CA

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar
 - 1. Minutes of the June 11, 2014 Meeting
 - 2. Auburn Station Layover Facility Improvements Program
 - 3. Capitol Corridor Safety/Security Fence Program Phase 3
 - 4. 2014 Capitol Corridor Station Safety/Security Improvement Program
 - 5. Oleum Tunnel Safety Improvements
 - 6. 2014 CCJPA Track, Bridge and Signal Upgrade Program
- V. Action and Discussion Items
 - 1. CLOSED SESSION: Conference with Legal Counsel - Existing Litigation
Name of Case: National Railroad Passenger Corporation (AMTRAK) v. Capitol Corridor Joint Powers Authority, Surface Transportation Board, Finance Docket No. 35790. Gov't. Code Section: 54956.9(a)
 - 2. CCJPA FY15 Budget
 - 3. CCJPA/Amtrak FY 15 Operating Agreement
 - 4. CCJPA Funding for the On-Board Information System Project (OBIS)
 - 5. Legislative Matters
 - 6. *Vision Plan* [Preliminary Draft Report]
 - 7. Overview of Current and Proposed Crude Oil Train Shipments along Capitol Corridor Route
 - 8. Managing Director's Report
 - 9. Work Completed
 - a. Platform Safety Upgrades
 - b. Improvements to CCJPA Website and Automated Interactive Voice Response System
 - c. Marketing Activities (June – August 2014)
 - 10. Work in Progress
 - a. CCJPA Oakland-San Jose Phase 2 Project
 - b. Sacramento-Roseville 3rd Track Project
 - c. CCJPA Bike Access Program
 - d. Positive Train Control Update
 - e. Proposed Extension of Capitol Corridor Trains to Salinas
 - f. Upcoming Marketing Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., November 19, 2014 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

Notes:

Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment. Speakers are limited to three (3) minutes for any item or matter. The CCJPA Board reserves the right to take action on any agenda item.

Consent calendar items are considered routine and will be enacted, approved or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. A request must be made within one and five days in advance of a Board meeting, depending on the service requested. Call (510) 464-6085 for information.

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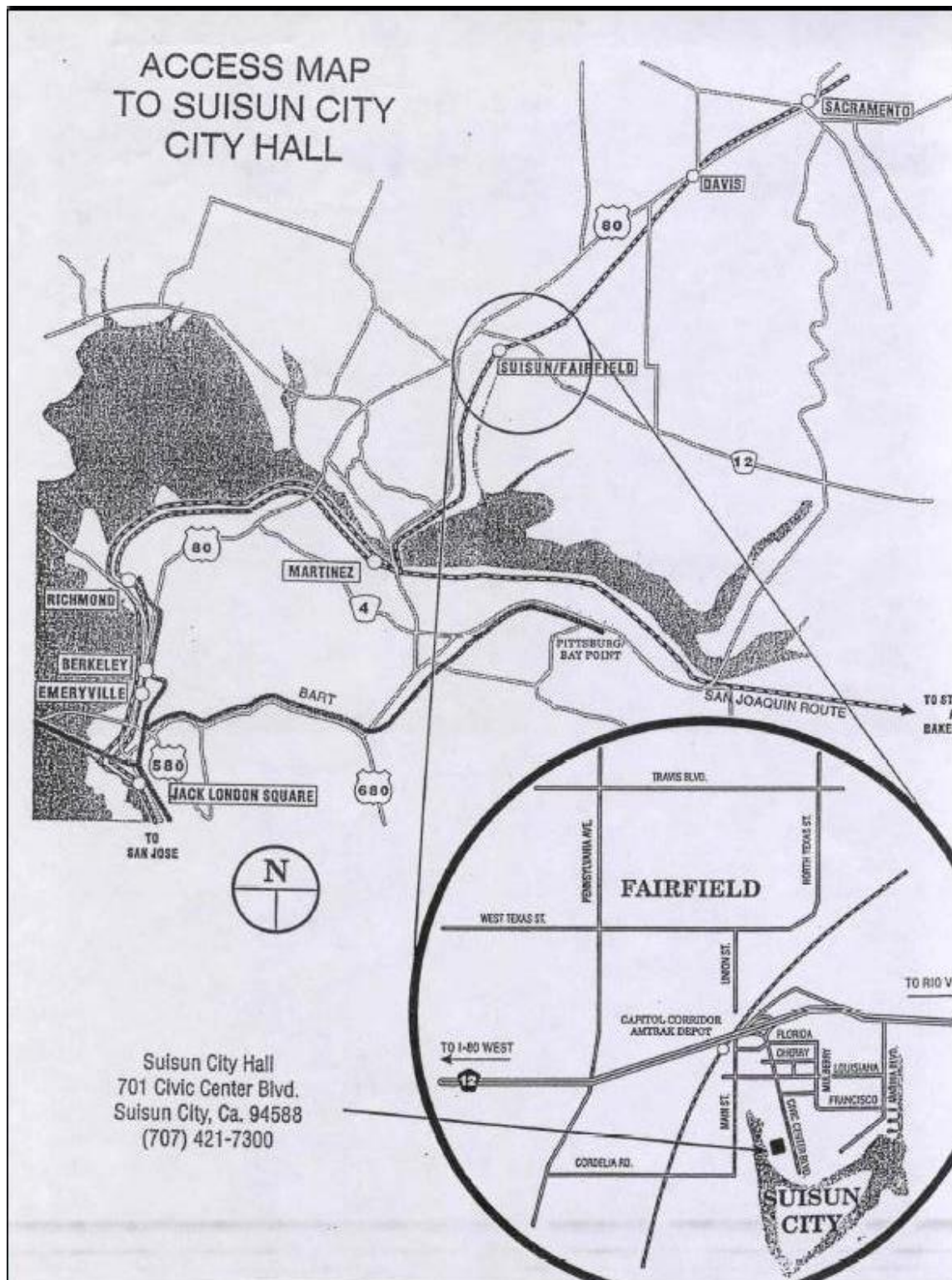
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MAP DIRECTIONS TO SUISUNCITY HALL



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors Minutes of the 93rd Meeting June 11, 2014

The 93rd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, June 11, 2014, via simultaneous teleconference at Sacramento City Council Chambers, 915 “I” Street, Sacramento, California; and San Jose City Hall, 200 East Santa Clara Street, Room T1853, San Jose, California. Chair James Sperring presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Sperring called the meeting to order at 10:01 a.m.

II. Roll Call. Directors present in Sacramento: Chair James Sperring, Solano Transportation Authority (STA); Steve Cohn, Sacramento Regional Transit District (SRTD); Lucas Frerichs, Yolo County Transportation District (YCTD); Zakhary Mallett, San Francisco Bay Area Rapid Transit District (BART); Gail Murray, BART; Robert Raburn, BART; Rebecca Saltzman, BART; and Keith Nesbitt, Placer County Transportation Planning Agency (PCTPA) (Alternate for Director Rohan).

Directors present in San Jose: None.

Absent: Directors Jim Holmes, PCPTA; Susan Rohan, PCTPA (Alternate in stead); Dan Wolk, YCTD; Rose Herrera, Santa Clara Valley Transportation Authority (SCVTA); James Fang, BART; Tom Radulovich, BART; and Jack Batchelor, Jr., STA

Directors Steve Hansen, SRTD, in Sacramento; and Xavier Campos, SCVTA, in San Jose, entered the meeting later.

Chair Sperring noted there was no quorum of the Board of Directors present.

Chair Sperring led the Board in the Pledge of Allegiance.

III. Report of the Chair. Chair Sperring referred the Board of Directors to the Report of the Chair distributed during the Meeting.

Director Campos entered the meeting in San Jose creating a quorum.

IV. Minutes of February 19, 2014 Meeting. Chair Sperring introduced the Minutes of the February 19, 2014 Meeting. Director Nesbitt moved approval of Item IV. Minutes of the February 19, 2014 Meeting. Director Cohn seconded the motion, which passed by unanimous roll call vote. Ayes: 9 – Directors Sperring, Cohn, Frerichs, Campos, Mallett, Murray, Raburn, Saltzman, and Nesbitt. Noes: 0. Absent: 7 – Directors Holmes, Hansen, Wolk, Herrera, Fang, Radulovich, and Batchelor.

V. Consent Calendar. Chair Sperring brought forward the Consent Calendar. Director Murray moved adoption of Item V.1. Resolution No. 14-02 In the Matter of Providing Authorization to Obtain FY13-14 Funds from the State of California Office of Emergency Management Services and Item V.2. Resolution 14-03 In the Matter of Providing Authorization for the Funding for Wayside

Power Cabinet Project at San Jose Diridon Station to Support Capitol Corridor Trains. Director Raburn seconded the motion, which passed by unanimous roll call vote. Ayes: 9 – Directors Spering, Cohn, Frerichs, Campos, Mallett, Murray, Raburn, Saltzman, and Nesbitt. Noes: 0. Absent: 7 – Directors Holmes, Hansen, Wolk, Herrera, Fang, Radulovich, and Batchelor.

VI. Action and Discussion Items (Executive Director).

1. CLOSED SESSION: Conference with Legal Counsel – Existing Litigation. Chair Spering announced the Board would enter into Closed Session under Item VI.1 of the meeting agenda and would return to Open Session at the conclusion of the Closed Session.

The Board recessed at 10:05 a.m.; reconvened in Closed Session at 10:12 a.m.

Director Hansen entered the meeting in Sacramento.

The Board recessed at 10:39 a.m. and reconvened in Open Session at 10:40 a.m.

Chair Spering asked the General Counsel if there were any announcements to be made. Mr. Matthew Burrows, General Counsel, stated that the Board had met in Closed Session and there was no announcement to be made.

2. Legislative Matters/Governor's May Revise State FY14-15 Budget. Mr. David Kutrosky, Managing Director, provided an overview of proposed legislative matters affecting Capitol Corridor Service.

Mr. Richard Tolmach addressed the Board.

Director Saltzman moved that the Board authorize the Executive Director to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor service, including modifications as provided by the CCJPA Board. Director Frerichs seconded the motion, which passed by unanimous roll call vote. Ayes: 10 – Directors Spering, Cohn, Hansen, Frerichs, Campos, Mallett, Murray, Raburn, Saltzman, and Nesbitt. Noes: 0. Absent: 6 – Directors Holmes, Wolk, Herrera, Fang, Radulovich, and Batchelor.

3. Overview of FY15 Marketing and Communications Plan. Mr. Kutrosky introduced Ms. Priscilla Kalugdan, Marketing Manager, to provide an overview of planned FY15 CCJPA Marketing and Communications Plan for Board consideration and comment. The item was discussed. Mr. Kutrosky noted that no action was required.

Mr. Mike Barnbaum addressed the Board.

4. Overview of Draft FY14-15 CCJPA Budget. Mr. Kutrosky provided an overview of the CCJPA's Draft FY14-15 Budget. Mr. Kutrosky highlighted initiatives involving Administrative/Marketing and Operations. Mr. Kutrosky noted that staff would work with Amtrak in refining operating costs for consistency with Section 209 pricing policy and planned to present the final operating budget to the Board at the September Board Meeting. The item was discussed.

5. Status Report: Oakland-San Jose Phase 2 Project. Mr. Kutrosky updated the Board on the CCJPA's planned Oakland-San Jose Phase 2 Project, including track improvements designed to increase capacity to support up to 22 daily Capitol Corridor trains to/from San Jose/Silicon Valley. The item was discussed.

6. Managing Director's Report. Mr. Kutrosky commented on recent reductions in ridership, revenue, and operating ratio in relation to plan, and noted an improvement in on-time performance. The item was discussed.

Director Hansen exited the meeting in Sacramento.

7. Work Completed and 8. Work in Progress. Chair Spering invited questions or comments from the Board on Items 7 and 8. No comments were received.

Ms. Patricia Haman addressed the Board.

VII. Board Member Reports. Chair Spering invited Board member reports. None were received.

VIII. Public Comments. Chair Spering invited comment from the public. Mr. Alan Smith; Mr. Mike Barnbaum; Mr. Jeffery Taraguila; and Mr. Alan C. Miller addressed the Board.

IX. Adjournment. Meeting adjourned at 11:53 a.m. Next Meeting Date: 10:00 a.m., September 17, 2014, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the June 11, 2014 Board meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: AUBURN STATION LAYOVER FACILITY IMPROVEMENTS PROGRAM

PURPOSE

For the CCJPA Board to adopt a revised funding and authorize execution of any related agreements to install two (2) 480-Volt Power Cabinets and deploy security enhancements at the Auburn Station Layover Facility.

BACKGROUND

CCJPA staff working with Amtrak and the City of Auburn has prepared a program of improvements to the Auburn Station and Layover Facility. There are two components to this program: (1) installation of a 480-Volt standby power system that will improve air quality, reduce noise, and decrease fuel costs; and (2) lighting and video surveillance within the layover area to keep train(s) that are stored overnight safe and secure. Note that these projects include the capacity to accommodate the future planned second round trip train to Auburn.

The CCJPA Board previously approved funding for this project in 2013 via resolution 13-14; however due to the short time limitations on the identified funding, the project was not implemented using the funding sources identified in that resolution. This proposal is to complete the project using current Proposition 1B Transit Safety/Security funds (FY 12-13 and/or FY 13-14) provided by California Office of Emergency Services (CalOES).

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt a revised funding program using Proposition 1B Transit Safety/Security funds (FY 12-13 and/or FY 13-14) for the Auburn Station Layover Facility Improvement Program and authorize the CCJPA Executive Director or her designee to enter into agreements to implement the Program for an amount not to exceed \$832,050.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Adopting
a Revised Funding Plan for the
Auburn Station Layover Facility Improvement Program

Resolution No. 14-04

WHEREAS, providing a safe and secure operation, improving the financial performance and reducing the carbon footprint of the Capitol Corridor are key strategies for ensuring the long-term sustainability of the service; and

WHEREAS, reducing the amount of fuel used by Capitol Corridor trains during layover periods represents a proven strategy for achieving net cost savings and reducing local air and noise pollutant emissions; and

WHEREAS, additional security enhancements including lighting, video surveillance systems and other access deterrents are required in order to maintain security for equipment, rolling stock and infrastructure at the Auburn Layover Facility; and

WHEREAS, the CCJPA Board previously approved funding for the Auburn Station Layover Facility Improvement Program (“Program”) in 2013 pursuant to Resolution 13-14 ; and

WHEREAS, due to a limited timeframe to use these approved funds the project was not able to advance to construction;

WHEREAS, staff has been able to secure \$832,050 Proposition 1B Transit Safety/Security funds provided by California Office of Emergency Services (CalOES) from a combination of FY 12-13 and FY 13-14 anticipated appropriations to implement the Program; and

RESOLVED, that the CCJPB does hereby approve a budget not-to-exceed \$832,050 for the Auburn Station Layover Facility Improvement Program from a combination of FY 12-13 and FY 13-14 anticipated appropriations from the California Office of Emergency Services (CalOES) Proposition 1B Transit Safety/Security funds and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such resource and security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, Union Pacific Railroad, the Placer County Transportation Planning Agency, and the City of Auburn.

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| ACTION:DATE: | ATTEST: |
| Ayes: | <hr/> Kenneth A. Duron Secretary |
| Noes: | |
| Abstain: | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR SAFETY/SECURITY FENCE PROGRAM PHASE 3

PURPOSE

For the CCJPA Board to authorize funding and related agreements to implement the next phase of a program of safety/security fence projects at multiple locations along the Capitol Corridor route.

BACKGROUND

Past investments by the CCJPA and Union Pacific Railroad to construct fences and other barriers have proven to reduce train delays due to trespasser activity along the Capitol Corridor route; however, trespasser and vandalism activity continue to be a significant public safety issue at unsecured areas along the route. Ongoing action is required to maintain safety and security along the Right of Way throughout the Capitol Corridor route in order to maintain the expected high level of reliability (on-time performance) of the Capitol Corridor trains.

CCJPA has secured \$200,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) which will be used for the construction of this project.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to implement Phase 2 of the Capitol Corridor Safety/Security Fence Program for an amount not to exceed \$200,000.00.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization for the
Capitol Corridor Safety/Security Fence Program Phase 3

Resolution No. 14-05

WHEREAS, trespassers, and vandals can enter the railroad right of way via unauthorized access points along the Capitol Corridor route; and

WHEREAS, such unauthorized crossings constitute a significant public safety issue and action is required immediately to maintain safety and security at several locations to avoid disruptions to passenger and freight train service from such trespassing actions, as well as theft of equipment and resources; and

WHEREAS, a working group has been established consisting of CCJPA staff, Amtrak, and the Union Pacific Railroad, and other local communities along the route to identify and address these safety and security issues along the route; and

WHEREAS, installing more durable fencing and other security measures will further serve to enhance safety and security throughout several locations along the route and prevent such unauthorized incursions into the railroad right-of-way by trespassers which in turn will maintain the high level of reliability and on-time performance of Capitol Corridor trains; and

WHEREAS, the CCJPA has secured \$200,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) to finance the next (and third) phase of such security fence improvements along the right-of-way; and

RESOLVED, that the CCJPB does hereby approve a budget of \$200,000 for the installation of Phase 3 of the Capitol Corridor Safety/Security Fence Program and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, and the Union Pacific Railroad.

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| ACTION:DATE: | ATTEST: |
| Ayes: | <hr/> Kenneth A. Duron Secretary |
| Noes: | |
| Abstain: | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: 2014 CAPITOL CORRIDOR STATION SAFETY/SECURITY IMPROVEMENT PROGRAM

PURPOSE

For the CCJPA Board to authorize funding and related agreements to implement the next phase of a program of safety/security improvement projects at multiple Capitol Corridor stations.

BACKGROUND

Earlier in 2014, the Capitol Corridor implemented various safety improvements at the Davis station, responding to an earlier accident that occurred at that station. These improvements included reducing tripping hazards at the boarding platform, improvements to the signage, striping and warnings on the platform, and repairs to the tactile strip at the boarding area. These improvements have greatly enhanced safety at this station, and it is desired to continue that same program of improvements at other Capitol Corridor stations. Separately, Amtrak has completed similar improvements at several stations jointly used by Amtrak and Capitol Corridor. This proposal would extend the program of safety improvements to Auburn, Rocklin, Richmond, Oakland Coliseum, Hayward and Santa Clara/Great America stations.

CCJPA has secured \$180,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) which can be used for this project.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to implement the 2014 Capitol Corridor Station Safety/Security Improvement Program for an amount not to exceed \$180,000.00.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization for the
2014 Capitol Corridor Station Safety/Security Improvement Program

Resolution No. 14-06

WHEREAS, the CCJPA has identified certain safety deficiencies such as tripping hazards, passenger safety signage, striping and warnings on the platform, and repairs to the tactile strip at the boarding area at various stations along the Capitol Corridor route; and

WHEREAS, a working group has been established consisting of CCJPA staff, Amtrak, and the Union Pacific Railroad to identify and address these safety and security issues along the route; and

WHEREAS, such safety deficiencies have been corrected at several Capitol Corridor route stations, resulting in improved passenger safety when boarding trains; and

WHEREAS, it is desired to correct the safety deficiencies at the remaining Capitol Corridor stations; and

WHEREAS, the CCJPA has secured \$180,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) to finance safety/security improvements at the Auburn, Rocklin, Richmond, Oakland Coliseum, Hayward and Santa Clara/Great America stations; and

RESOLVED, that the CCJPB does hereby approve a budget of \$180,000 for the Capitol Corridor Station Safety/Security Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such safety/security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, and the Union Pacific Railroad.

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| ACTION:DATE: | ATTEST: |
| Ayes: | <hr/> Kenneth A. Duron Secretary |
| Noes: | |
| Abstain: | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: OLEUM TUNNEL SAFETY IMPROVEMENTS

PURPOSE

For the CCJPA Board to authorize funding and related agreements to implement a safety/security improvement project to reinforce the tunnel at Oleum along the Capitol Corridor route.

BACKGROUND

The Capitol Corridor trains pass through a tunnel on the Union Pacific Railroad route between Richmond and Martinez, at a location known as Oleum. This tunnel is known as a “natural rock tunnel”, meaning that the rock surrounding the tunnel is self-supporting and there is no structural lining or bracing inside the tunnel. Historically, the tunnel has occasionally shed loose rocks which can fall onto the tracks. To date, there have been no accidents or injuries associated with these falling rocks, although some train delays have resulted while the tunnel is cleared of debris and inspected for safety. On the other hand, there is considerable concern about the possibility that at some point in the future, a rock fall inside the tunnel could cause significant disruption to the Capitol Corridor and other rail services and result in damage to the train equipment and injuries to employees and passengers.

The Union Pacific has studied the issue, and has proposed to reinforce the tunnel interior with steel and concrete to prevent loose rocks from falling. The cost of this work has been estimated at \$1.6M. The Union Pacific has asked Caltrans (as manager of the San Joaquin service that also uses the tunnel) and the Capitol Corridor to contribute to the cost of this project. Caltrans has indicated that they intend to contribute approximately \$380,000 as the San Joaquin route’s share of this project. For the reasons stated above, staff believes that it is important for the CCJPA to contribute to the repairs of the critical tunnel infrastructure.

Staff has identified \$550,000 from a mix of Capitalized Maintenance and Proposition 1B Transit Safety/Security funds that the CCJPA can contribute to the Oleum Tunnel Safety Improvement Project in order to maintain the expected high level of safety and reliability (on-time performance) of the Capitol Corridor trains. Taken together, the managers of the San Joaquin and Capitol Corridor trains are contributing approximately 50% of the necessary funds towards the repair of this tunnel.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to contribute to the Oleum Tunnel Safety Improvement Project for an amount not to exceed \$550,000 consisting of funds from the CCJPA’s Capitalized Maintenance and Proposition 1B Transit Safety/Security allocations.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization to
Contribute Funding to the
Oleum Tunnel Safety Improvement Project

Resolution No. 14-07

WHEREAS, the Capitol Corridor route passes through the Union Pacific Railroad's Oleum Tunnel between Richmond and Martinez; and

WHEREAS, train delays have occurred in the past due to loose rocks falling inside the tunnel; and

WHEREAS, the continued risk of falling rocks inside the tunnel could cause injury or damage to trains in addition to delaying service; and

WHEREAS, the Union Pacific Railroad has proposed a project to brace the interior of the tunnel with steel and concrete in order to maintain the high level of safety, reliability and on-time performance of Capitol Corridor and trains that use the tunnel; and

WHEREAS, the Union Pacific Railroad has estimated that the cost to repair the tunnel would be approximately \$1,600,000;

WHEREAS, the CCJPA has secured \$550,000 in Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) and/or Capitalized Maintenance funds as the CCJPA contribution to the overall project; and

RESOLVED, that the CCJPB does hereby approve a budget for an amount not-to-exceed \$550,000 for the CCJPA's share of Oleum Tunnel Safety Improvement Project and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, and the Union Pacific Railroad.

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| ACTION:DATE: | ATTEST: |
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| Ayes: | <hr/> Kenneth A. Duron Secretary |
| Noes: | |
| Abstain: | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David Kutrosky
Managing Director, CCJPA

SUBJECT: 2014 CCJPA TRACK, BRIDGE AND SIGNAL UPGRADE PROGRAM

PURPOSE

For the CCJPA Board to authorize the 2014 CCJPA Track, Bridge and Signal Upgrade.

BACKGROUND

In 2010 the CCJPA Board (reference CCJPA Board Resolution 10-10) authorized reprogramming remaining unexpended funds from the Bahia-Benicia Crossover project. The funds remaining at the end of the Bahia-Benicia Crossover project was approximately \$3.805M and Caltrans advised the CCJPA staff at the time \$2.5M would be available to be reallocated by the California Transportation Commission (CTC) to the CCJPA for a Track Improvement Program. Since that time, the funds authorized by CCJPA Board Resolution 10-10 for the Track Improvement Program have been expended. Recently the CTC allocated the remaining balance, \$1.305 million, to the CCJPA at its May 14, 2014 meeting for a new project: 2014 CCJPA Track, Bridge and Signal Upgrade Program.

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| Unexpended funds from Bahia-Benicia Crossover Project | \$3.805M |
| Funds reprogrammed for CCJPA Track Improvement Program per CCJPA Board Resolution 10-10, fully expended as of June 2014 | \$2.5M |
| Remaining funds allocated for 2014 CCJPA Track, Bridge and Signal Program to the CCJPA per CTC action May 21, 2014 | \$1.305M |

In consultation with the CCJPA Staff Coordinating Group (SCG), staff is seeking to invest the \$1.305 million for the 2014 CCJPA Track, Bridge and Signal Upgrade Program, which would allow CCJPA to continue the current track improvement program. The results of this program have made an important contribution towards the stellar on-time performance of Capitol Corridor trains. This is a critical element of growing and retaining ridership, increasing revenue and improving customer satisfaction.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$1.305 million for the 2014 CCJPA Track, Bridge and Signal Upgrade Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the implementation of this program.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the
2014 Capitol Corridor Track, Bridge and Signal Upgrade Program/

Resolution No. 14-08

WHEREAS, the CCJPA Board adopted Resolution 10-10 which authorized the receipt of \$2.5 million of unexpended State Proposition 1B Intercity Rail Account funds from the Bahia-Benicia Crossover project via an allocation from the California Transportation Commission (“CTC”) for the CCJPA for a Track Improvement Program; and

WHEREAS, the funds authorized by CCJPA Board Resolution 10-10 for the Track Improvement Program have been expended; and

WHEREAS, the CTC allocated an additional \$1.305 million to the CCJPA from the remaining unexpended funds from the Bahia-Benicia Crossover project at its May 14, 2014 meeting for the 2014 CCJPA Track, Bridge, and Signal Upgrade Program; and

WHEREAS, good on-time-performance of Capitol Corridor trains is a critical element of encouraging ridership, growing revenue and improving customer satisfaction; and

WHEREAS, to date, projects that are in similar in scope to the 2014 CCJPA Track, Bridge and Signal Upgrade Program has made an important contribution towards the stellar on-time performance of Capitol Corridor trains; and

RESOLVED, that the CCJPA does hereby approve a budget of \$1.305 million for the 2014 CCJPA Track, Bridge and Signal Upgrade Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the implementation of this program;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Caltrans and the Union Pacific Railroad.

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| ACTION: | DATE: | ATTEST: |
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| Ayes: | | <hr/> Kenneth A. Duron Secretary |
| Noes | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CLOSED SESSION: Conference with Legal Counsel - Existing Litigation
Name of Case: National Railroad Passenger Corporation (AMTRAK) v. Capitol Corridor
Joint Powers Authority, Surface Transportation Board, Finance Docket No. 35790. Gov't.
Code Section: 54956.9(a)

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA FY 14-15 BUDGET

PURPOSE

For the CCJPA Board to adopt the CCJPA FY14-15 budget based on enactment of the State Budget Act of 2014.

BACKGROUND

Pursuant to the Interagency Transfer Agreement, the Secretary of the California State Transportation Agency (CalSTA), formerly Business, Transportation and Housing Agency (BT&H), is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. On June 20, 2014, the Governor enacted the State Budget Act of 2014, which covers the period from July 1, 2014 through June 30, 2015. While the CCJPA has not yet received an allocation letter from the Secretary of BT&H, based on meetings with Caltrans Rail and Amtrak, the CCJPA's budget for FY 14-15 is projected as follows:

| Budget Item | FY13-14 Final Budget | FY 14-15 CCJPA Business Plan (b) | FY 14-15 Final Budget | Difference (Final vs. FY 13-14) | % Change |
|----------------------------------|----------------------|----------------------------------|-----------------------|---------------------------------|--------------|
| Service (a) | \$29,681,000 | \$ 32,614,302 | \$ 32,625,000 | \$2,944,000 (c) | +9.9% |
| Administrative | \$ 2,951,000 | \$ 3,301,000 | \$ 2,951,000 | \$ - | 0.0% |
| Marketing | \$1,174,000 | \$ 1,174,000 | \$ 1,174,000 | \$ - | 0.0% |
| TOTAL | \$33,806,000 | \$ 37,089,302 | \$ 36,750,000 | \$ 2,944,000 | +8.7% |
| Supplemental – Minor Capital (d) | \$ 500,000 | \$500,000 | \$ 500,000 | \$ - | 0.0% |

- Budget line item is for annual operating agreement (see Agenda Item VI.2) and includes 30 weekday (and 22 weekend) trains and associated feeder bus routes, as of July 28, 2014 timetable/service plan.
- The CCJPA Business Plan Update submitted to CalSTA on April 7, 2014.
- The increase is due to reduction in forecasted revenues due to lower ridership projections and increased insurance costs.
- Separate allocation from State to CCJPA for funds to support small scale projects

Compared to FY 13-14, the budget for FY 14-15 is higher by \$2.944 million, of which \$2.745 million (93% of increased costs) is due to lower forecasted revenues that recalibrate Amtrak's overestimated FY 2014 ridership and revenues. Amtrak used the FY 2014 actual e-Ticketing ridership reports to develop the FY 2015 ridership and revenue budget forecasts, which include targeted promotions and offers (i.e., Take 5 small group travel, limited Placer County multi-ride ticket discounts, reduced pricing to sporting/entertainment events). These FY 2015 ridership forecasts better represent actuals and will provide more reliable revenue forecasts. Compared to the FY 2014 operating contract, FY 2015 Amtrak costs increased slightly by \$196,000 (or 0.3%) due to increased insurance costs (see Agenda Item VI.2).

The CCJPA FY 14-15 Budget (as in previous fiscal budgets) will retain the services of the BART Transit Information Center (TIC) to handle all phone calls for the Capitol Corridor service via a separate toll free number – 877-9-RIDE-CC in place of Amtrak's national Reservations/Information system. This transfer resulted in a recurring annual cost savings of approximately \$1.5 million that is used to fund the CCJPA's share of the BART TIC plus provide additional customer programs (such as website, communications, and public information) performed by CCJPA staff.

RECOMMENDATION

It is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 14-15 budget of \$36,750,000 pursuant to the enactment of State Budget Act of 2014 and upon allocation of such funds by the State to the CCJPA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Adopting the Capitol Corridor
Joint Powers Authority
Fiscal Year 14-15 Budget/

Resolution No. 14-09

WHEREAS, the State Budget for Fiscal Year 14-15, which covers the period July 1, 2014 through June 30, 2015, was enacted on June 20, 2014; and

WHEREAS, pursuant to the enactment of the State Budget Act of 2014 and budget meetings with Amtrak and Caltrans Rail the Fiscal Year 14-15 budget for the Capitol Corridor Joint Powers Authority is expected to be \$36,750,000; and

WHEREAS, the CCJPA has not yet received an annual allocation letter from the Secretary of the California Transportation Agency ("CalSTA") for the CCJPA's FY 14-15 in response to the enactment of the budget act; and

WHEREAS, Section 8.1 of the Amended Joint Exercise of Powers Agreement among the Member Agencies provides for the preparation and submission to the Capitol Corridor Joint Powers Board of an operating budget by the Managing Agency, and adoption thereof by the CCJPA Board; and

RESOLVED, that the CCJPA Board hereby adopts the CCJPA Fiscal Year 2014-15 budget of \$36,750,000 or any such amount that is included in the allocation letter from the Secretary of the California State Transportation Agency plus any further amount authorized and provided by the State to support additional Capitol Corridor train and feeder bus service based upon the enactment of the State Budget Act of 2014 and subject to allocation of such funding by the State.

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail.

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| ACTION:DATE: | ATTEST: |
|---------------------|---|
| Ayes: | <hr/> Kenneth A. Duron Secretary |
| Noes: | |
| Abstain: | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA/AMTRAK FY 2015 OPERATING AGREEMENT

PURPOSE

For the CCJPA Board to authorize the execution of the CCJPA/Amtrak FY 2014-15 Operating Agreement for Amtrak's operation of the Capitol Corridor Service (intercity train and feeder bus).

BACKGROUND

Pursuant to the transfer and funding agreements with the State, CCJPA submits an annual business plan, which identifies the CCJPA's annual funding request for the proposed level of Capitol Corridor intercity passenger rail and feeder bus (IPR) service during the federal fiscal year (FY) to be consistent with Amtrak's federal appropriation. For FY 2015 (October 2014 – September 2015), the CCJPA submitted a business plan to the California State Transportation Agency (CSTA) in April 2014 for the current 30-train weekday service plan (22 weekend trains), which went into effect on July 28, 2014.

State funds are available to the three (3) California Intercity Passenger Rail (IPR) services through the State Budget Act of 2014 which included \$10 million in additional funds for the Pacific Surfliner, Capitol Corridor, and San Joaquin IPR routes to take into account reduced ridership and revenue forecasts and increased capital charges for the use of Amtrak equipment (locomotives and coaches) pursuant to the national implementation of PRIIA Section 209 pricing methodology and policy for all 27 state-supported Amtrak-operated IPR trains.

CalSTA will transmit an allocation letter for the CCJPA FY 14-15 budget (see Agenda Item VI.1) that reflects any adjustment between the CCJPA Business Plan Update funding request and the final budget in the CCJPA/Amtrak FY 2015 Operating Agreement. While an allocation letter has not yet been received from CalSTA, initial indications are the allocation will include \$32,625,000 to support the operation/service budget, which is used to finance the CCJPA/Amtrak FY 2015 Operating Agreement.

The total base budget for CCJPA/Amtrak FY 2015 Operating Agreement is 9.9% more than the FY 2014 contract primarily due to reduced ridership forecasts which results in lower revenue projections that in turn increase the CCJPA's net operating costs. In comparison to FY 2014, total operating expenses increased by only \$196,000 or 0.3%, primarily due to increased insurance costs. The FY 2015 Operating Agreement has been prepared by CCJPA and Amtrak staff (sent under separate cover) and will support Amtrak's operation of the current service plan.

- The contract budget includes fixed fees which lock-in the CCJPA's payment for Amtrak labor expenses with the CCJPA assuming the risk for fuel and host railroad maintenance costs/on-time performance payments;
- Maintains the modified UPRR railroad performance payment program of higher incentives for improved dispatching of Capitol Corridor trains. The budget for these incentive payments is set at the maximum amount that UPRR can achieve under the current CCJPA/Amtrak/UPRR agreement for railroad performance;
- The right by the CCJPA to audit and inspect any aspect of the contract;
- Extra work and compensation are negotiated on a project-by-project basis between the parties; and
- Performance criteria and assessments for Amtrak's non-performance are included in the contract. CCJPA will administer surveys to calibrate customer satisfaction and rail equipment maintenance performance.

Consistent with the resolution of the dispute relating to Amtrak's charge for Call Center services in the FY 2014 Operating Agreement, the FY 2015 Operating Agreement between the CCJPA and Amtrak includes \$1,105,000 for Amtrak Call Center services to support the CCJPA/BART Call Center which includes \$500,000 for various agreed-to upgrades and projects that will improve Amtrak's support of the CCJPA/BART Call Center and decrease/eliminate calls from Capitol Corridor passengers to the Amtrak Call Center.

RECOMMENDATION

It is recommended that the CCJPA Board authorize the execution of the FY 2014 CCJPA/Amtrak Operating Agreement with a contract amount of \$32,625,000.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Agreement for the Provision of
Rail Passenger Service ("FY 2015 Operating Agreement")
Between the National Railroad Passenger Corporation
and the Capitol Corridor Joint Powers Authority /

Resolution No. 14-10

WHEREAS, as of October 1, 2013, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the Provision of Rail Passenger Service, the FY 2014 Operating Agreement; and

WHEREAS, the FY 2014 Operating Agreement provided, among other things, for the provision by Amtrak of intercity passenger rail ("IPR") service on the Capitol Corridor route and connecting bus service under CCJPA's direction upon the terms and for the budget set forth therein; and

WHEREAS, Amtrak and CCJPA mutually desire to enter into a similar form of agreement substantially in the form provided under separate cover, providing for IPR and bus service that is in effect as of July 28, 2014 between the parties as set forth more fully in the FY 2015 Operating Agreement; and

WHEREAS, the effective date of the FY 2015 Operating Agreement (superseding the FY 2013 Operating Agreement which expires by its terms on September 30, 2014) will be October 1, 2014, the date of agreement in principle between the parties to all the terms and conditions of the FY 2015 Operating Agreement, subject to appropriate legal review and execution by the parties;

RESOLVED, upon receipt of the annual allocation letter for FY 2014 from the Secretary of the California State Transportation Agency, the CCJPA Board does hereby authorize execution of the FY 2015 Operating Agreement with a budget not-to-exceed \$32,625,000 to support the planned operations for FY2015 by the Chair of the CCJPA Board or his duly authorized designee, on behalf of the CCJPA, substantially in the form presented to this meeting.

AND BE IT FURTHER RESOLVED, that subject to appropriate legal review and execution by the parties, the said FY 2015 Operating Agreement shall be effective as of October 1, 2014.

AND BE IT FURTHER RESOLVED, that the FY 2015 Operating Agreement shall, when executed, supersede and replace in its entirety the FY 2014 Operating Agreement, which expires by its terms on September 30, 2014.

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to Amtrak, the California State Transportation Agency, and California Department of Transportation Division of Rail.

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| ACTION: | DATE: | ATTEST: |
|----------|-------|--|
| Ayes: | | <hr/> Kenneth A. Duron Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA FUNDING FOR THE ON-BOARD INFORMATION SYSTEM PROJECT

PURPOSE

For the CCJPA Board to approve funding allocations not to exceed \$4,000,000 from the Proposition 1B Safety and Security fund or other applicable funds to support the development and installation of an On-Board Information System (OBIS) along with Caltrans and potentially other state partners.

BACKGROUND

For several years, CCJPA staff and Caltrans Rail Division staff have been working with Amtrak staff to develop the specifications and procure a vendor to support installation and operation of OBIS that would be set a national standard for intercity passenger rail (IPR) service. OBIS is a system of video (multiple interior video screens and two exterior facing video message boards) and audio messaging on the train that will ensure that the customer communications experience on the train is in full compliance with the Americans With Disabilities (ADA) Act. In normal operation, OBIS will utilize a pre-programmed set of messages which are geo-fenced triggered (done via the on-train geo-positioning system [GPS]) to provide coordinated video and audio service and safety announcements and provide for video based advertisements and service or partner promotions (only service messages, such as station arrival, will have audio coordinated with the video announcement – ads and promotions will not have an audio component). Under operations where there is a significant delay or alternative travel information to convey, OBIS can be remotely controlled to send pertinent service messages related to that incident. Using low bandwidth, OBIS will rely upon the communications backbone of the on-train WiFi system (the same system passengers use to connect to the internet) and on the car-to-car Digital Train Line (DTL) which Caltrans is installing on the rail cars of all the California intercity passenger rail (CIPR) fleet. New bi-level coach/cab cars on order are required to have OBIS on them to meet the ADA requirements, for the same ADA reasons, the remainder of the fleet used in the California IPR services are also getting OBIS. Other states, such as Illinois, who are ordering new bi-level cars also have the same requirement and all parties, including the Federal Railroad Administration (FRA) have a stake in ensuring OBIS becomes the national standard for ADA compliant on-train communications.

Following the national procurement model for WiFi, the CCJPA, Caltrans Rail Division staff, and Amtrak staff went through the complex and collaborative process of developing the specifications for OBIS. The team worked on the procurement process, and developing the Conformed Statement of Work for OBIS which describes in detail the functions of the system and how it will perform when in service. The process of developing OBIS will involve a period of non-recurring engineering (NRE) which includes all the work to design the ADA compliant look and feel and programming, followed by lab testing, then installation of the system on a pilot trainset, and finally full fleet-wide installation. The process of moving through these steps will be via issuance of task orders to Amtrak followed by their issuance of task orders to the selected vendor. After a protracted procurement negotiation process for this cutting edge service, Amtrak signed a contract with Nomad Digital (the same vendor as provides the WiFi system) on August 22, 2014 for the provision of OBIS. Caltrans Rail and CCJPA, representing California, are currently developing the state and Amtrak agreement, to which, Illinois and other state IPR agencies may join or work in parallel on a separate but similar agreement. The entire process from NRE to complete installation is estimated to take nearly three years with about one year for the NRE phase alone.

The overall estimate for deployment of OBIS on the entire California fleet is on the order of \$20-\$25 million and for the NRE phase, California will share the cost with Illinois. Caltrans Rail has access to Proposition 1B funds to fund the bulk of the estimated cost while CCJPA has funding access, on a year by year basis, to Proposition 1B safety and security funds administered through the California Office of Emergency Services (CalOES). The nature of that CalOES administered funding, which is \$1.9 million annually, is that it is eligible for OBIS but also a host of other CCJPA safety and security projects, such as right-of-way security fencing. In any given year, the CCJPA has to plan out how many eligible projects can be funded with the annual allocation and then distribute those CalOES administered funds accordingly.

While the total project cost to development and install the OBIS on the CIPR fleet is up to \$25 million, staff estimates that the CCJPA's contribution will be up to \$4 million, which will be secured over a multiple year period. To that end, staff is seeking authorization to obtain funding for the CCJPA's share of the OBIS capital project costs. As mentioned, staff has identified Proposition 1B Safety/Security funds that are administered by CalOES and is seeking other available fund sources as well.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to contribute to the development and installation of the On-Board Information System (OBIS) on the California Intercity Passenger Rail Fleet for an amount not to exceed \$4,000,000 consisting of funds from the Proposition 1B Transit Safety/Security allocations and other eligible available fund sources.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving Funding for the
Development and Installation of the
On-Board Information System/

Resolution No. 14-11

WHEREAS, the order for the production of new Bi-level rail cars and the existing rail cars used for the California Intercity Passenger Rail (CIPR) services must comply with the Americans With Disabilities (ADA) Act; and,

WHEREAS, CCJPA and Caltrans Rail Division staff have worked with Amtrak staff to develop the performance specifications for an On-Board Information System (OBIS) which would provide ADA compliant video and audio communication while on the train; and,

WHEREAS, Amtrak, with the participation of CCJPA and Caltrans Rail Division staff, have successfully completed a national procurement to select an OBIS vendor, developed a Conformed Scope of Work to match that vendor's OBIS system, and contracted with the vendor to design and install an OBIS system on a task order basis; and,

WHEREAS, CCJPA and Caltrans Rail Division, along with the participation of the State of Illinois, who is also ordering Bi-level IPR cars which will have OBIS as a component of the order, will work together to fund the incremental task order phases required to develop and install OBIS; and,

WHEREAS, the total project cost to development and install the OBIS on the CIPR fleet is up to \$25 million, staff estimates that the CCJPA's contribution will be up to \$4 million, which will be secured over a multiple year period using a combination of the annual Proposition 1B Safety and Security funds administered by the California Office of Emergency Services (CalOES) and other eligible funding source; and,

RESOLVED, that the CCJPA Board hereby authorize the CCJPA Executive Director or her designee to enter into agreements to contribute to the development and installation of the On-Board Information System (OBIS) on the California Intercity Passenger Rail Fleet for an amount not to exceed \$4,000,000 consisting of funds from the Proposition 1B Transit Safety/Security allocations and other eligible available fund sources;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith provide a copy of this resolution to Caltrans Rail Division, CalOES, the Illinois Department of Transportation, and Amtrak who are involved in helping to support the deployment of OBIS.

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| ACTION: | DATE: | ATTEST: |
|----------|-------|--|
| Ayes: | | <hr/> Kenneth A. Duron Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

To provide the CCJPA Board with an overview of the proposed legislative matters affecting Capitol Corridor Service.

BACKGROUND

Legislative Matters

State Legislative Matters

FY 14-15 State Budget

- a. FY2014-15 State-Supported Contract Budget for CA Intercity Passenger Rail Services. When the Governor signed into law the State Budget Act of 2014, it included \$119 million to support the operation of the three California Intercity Passenger Rail (CIPR) services (San Joaquin, Capitol Corridor and Pacific Surfliner) in FY2015. This represents a \$10 million increase over the CIPR operating budget of \$108.9 million in FY2014 and were effectuated through the actions of the budget subcommittees in the Assembly and Senate that independently approved the \$10 million increase in their respective state budget hearings and associated bills.
- b. Cap-and-Trade Auction Revenues to Transportation/CIPR Services. The enactment of the State Budget Act of 2014 also marked a transformational step forward for the investment of state funds towards transportation in order to achieve the state's clean air goals and help communities implement their sustainability strategies.

Legislators specified spending priorities for the FY2014-15 budget year as well as future-year revenues from the proceeds of auctions from the Air Resources Board's Cap and Trade program. The CCJPA has been actively working with the California Transit Association (CTA) and other interested parties for more than two years on dedicating a significant portion of these funds to transit projects and services that reduce greenhouse gas (GHG) emissions.

The Cap and Trade Expenditure Program from the budget bill and a series of "trailer bills" will be implemented in the current budget year (2014-15) appropriation, with fixed dollar amounts going to specified programs. In 2015-16 and thereafter, specified programs will receive set percentages of annual Cap and Trade proceeds.

Budget Year Plan (FY 14-15)

For the CIPR services, a total of \$24.79 million is available via the Transit/Intercity Rail Capital Program, which is a state competitive distribution for bus transit and commuter and intercity passenger and urban light rail services.

In addition, CIPR agencies are eligible to compete for a portion of the \$130 million for Sustainable Communities and Housing, which will be administered by the State's Strategic Growth Council.

Eligible projects and services include sustainable communities projects and services, Transit/Active Transportation Program/Transit Oriented Development.

For FY 14-15, \$200 million is available for Low-Carbon Transportation (including Zero-Emission Buses) and \$250 million is allocated to the California High-Speed Rail Authority (CHSRA).

Long-Term Plan (2015-16+++)

For the CIPR services, 10% of Cap and trade revenues are available to the Transit/Intercity Rail Capital Program. This is a competitive program with eligible agencies including bus transit, and commuter and intercity and urban light rail services. The program will be developed by the California State Transportation Agency assisted by Caltrans and the California Transportation Commission with guidance from the California Air Resources Board (ARB). 25% of these funds must benefit disadvantaged communities.

Another eligible program for the CIPR services include: 20% pot for Affordable Housing and Sustainable Communities (administered through State's Strategic Growth Council) which is available for affordable housing and sustainable communities projects and services, such as Transit/Active Transportation Program/Transit Oriented Development. Half these funds must be used for affordable housing.

There are also allocations of 40% for Energy, Low-Carbon Trans, Water, Waste Diversion, and Weatherization, which does not have funding splits and is subject to annual appropriation by the Legislature and 25% to the CHSRA.

During August and into September, staff has been active in the workshops and other meetings that are focused on the development of guidelines for those Cap and Trade programs which will benefit the CIPR services.

State Legislation

The following bills would benefit the CCJPA and/or the Capitol Corridor service; however each bill has not progressed through the legislative process and none appear to be taken up during the remainder of the 2014 Legislative Session.

SB 628 (Beall) – Infrastructure Financing Districts – Transit Priority Projects [CCJPA POSITION-SUPPORT]

SB 628 will facilitate Transit Oriented Development (TOD) through Infrastructure Finance Districts (IFD) with priority investments towards transit projects. The bill can help California communities through this post-redevelopment era by allowing locally elected officials to develop and finance transit projects that would also meet the implementation goals of SB 375 (community sustainability planning) and AB 32 (state clean air goals). This bill would allow city or county officials who so choose to (1) develop Transit Village finance plans (2) create an Infrastructure Finance District, and (3) actually issue bonds for TOD development without separate local votes.

SB 628 will provide local governments with the financial tools to help passenger transport systems like the Capitol Corridor trains to partner with the owners of train stations to enhance local economies, produce jobs and assist state environmental goals by initiating TOD. The CCJPA sent a letter of support for this bill.

Status: No progress in 2014 Session. Bill had passed out of Senate and Assembly on Aug. 8. Not forwarded to Governor for enactment but rather was held over to be a two-year bill and is now on the Senate floor for consideration.

SCA 8 (Corbett)-Local Transportation Sales Tax Threshold

[CCJPA POSITION-SUPPORT]

This Constitutional Amendment would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. CCJPA Board sent a letter of support for this bill. *Status: In 2013, held over as a two-year bill. Re-referred to Sen. Comm. on Approps. No progress in 2014 Session.*

SCA 4 (Liu) - Local Transportation Sales Tax Threshold ***[CCJPA POSITION-OPPOSE UNLESS AMENDED]***

SCA 4 (Liu) was initially similar to SCA 8 in the purpose to reduce the voter approval threshold to 55% for the imposition, extension, or increase of a special tax by a local government for funding local transportation projects. CCJPA Board sent a letter of support for this bill.

However, SCA 4 was amended (August 28, 2013) to require: (1) at least 50% of any tax proceeds be spent on programs that support a sustainable communities strategy and (2) any proceeds for a state highway expansion project include funds for ongoing maintenance of this expansion project. Regional transportation agencies are concerned about state mandates on the use of local taxes in this amended version of the bill

Status: In 2013, held over as a two-year bill. Re-referred to Sen. Comm. on Approps. No progress in 2014 Session.

Federal Legislation

Congressional Efforts for Surface Transportation and Rail Safety Reauthorizations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) expired on October 16, 2013 and there have been limited efforts to for the reauthorization of PRIIA. There may be efforts to address sections of PRIIA later in 2014.

Congress has taken action to address the reauthorization of MAP-21 which funds highway and transit programs (and not intercity passenger rail/Amtrak) which expires in October 2014. In July 2014, Congress extended MAP-21 to March 2015 in order to address the impending insolvency of the Highway Trust Fund (HTF) that finances the various surface transportation programs in MAP-21.

While the delay continues in addressing the reauthorization of PRIIA, staff continues to work with APTA, AASHTO and other interested agencies in the preparation of principles that will lay out the development of a Rail Title with a multi-year federal capital grants program (using new revenue sources) that would be distributed to state-supported IPR and HST services. APTA adopted a set of principles at the June 2013 APTA Rail Conference, which were subsequently incorporated into APTA's Authorization Task Force Report in December 2013. These principles are aligned with the recent release of the Administration's GROW AMERICA Act.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor Service, including modifications as provided by the CCJPA Board.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: September 10, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: *VISION PLAN* (PRELIMINARY DRAFT REPORT)

PURPOSE

To receive input from the CCJPA Board on the preliminary draft report of the updated Capitol Corridor *Vision Plan*.

BACKGROUND

The CCJPA Board formed an Ad Hoc Vision Plan Subcommittee of the CCJPA Board to provide CCJPA and planning/engineering consultants working on the CCJPA *Vision Plan* an opportunity for feedback and direction as various milestones in the development of the Plan were met. The Ad Hoc Subcommittee has met twice to provide direction, first to provide some guiding direction, especially as related to long-term (20 year plus) objectives, and the second time to review and provide direction regarding some high-level preliminary engineering options especially focused on the long-term options. A draft of the *Vision Plan* (sent under separate cover) is provided to give the full CCJPA Board an opportunity to provide input and direction before the *Vision Plan* is approved by the CCJPA Board at its November 19, 2014 meeting.

Prior to forming the Ad Hoc Subcommittee the CCJPA staff had identified the short (0-10 years) and medium (10-20 years) term objectives of the *Vision Plan*, which were to essentially incrementally expand Capitol Corridor service into currently underserved markets and pursue an extension of service to/from Salinas. Some of these short-term objectives are being developed at this time (Oakland to San Jose Phase II service expansion and Sacramento to Roseville 3rd Main Track) and expansion of service to Salinas is in the planning stages. In the medium term, the CCJPA has identified options to speed service from the current 79 mph maximum, incrementally to 90 mph and beyond as well as realize a system where there is (nearly) consistent service frequency from Roseville to San Jose with expanded service to Auburn and Salinas.

The long-term plan is based on a higher speed (150 mph) electrified high frequency service with a mixture of limited stop and full stop service available. Very significant capital-intensive projects would be required to achieve the operating conditions that could create a service like this. While this may seem ambitious, this is the type of service that exists in many Asian and European countries today and is so integral to the way their economies function. Chiefly, the key elements of long-term in-progress draft *Vision Plan* are as follows:

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- | | |
|---|--|
| <ul style="list-style-type: none"> • Up to 15 minute service frequency designed to clock-face pulse with transit connections • Up to 150 mph hour speed | <ul style="list-style-type: none"> • Route development/adjustment to impacts of sea level rise |
| <ul style="list-style-type: none"> • Dedicated passenger rail tracks/routes • Ensuring freight rail service has room to function and expand compatibly in proximity or along other routes to Capitol Corridor | <ul style="list-style-type: none"> • A new non-lifting rail bridge across the Carquinez Strait and Sacramento River • Electrical power as the source of propulsion • Integration with new/expanded transit hubs with BART and other rail services including high-speed rail |
-

Several routing options were subjected to a conceptual engineering analyses including utilization of existing highway corridors but the best options which preserve the notion that the fastest distance between two points is a straight line and maximize capital investments to meet the service objectives generally have the long-term Capitol Corridor service along (or at least parallel) to the existing route with some exceptions between Richmond and Martinez.

The next steps include development of a ridership analysis, which will be based on the current California Intercity Passenger Rail Model using an optimized schedule based on the high-level engineering designs, and enhanced transit connections. This will provide some indication as to the potential of the long-term plan for Northern California. We anticipate that upon receipt of this information, our effort in the long-term portion of the *Vision Plan* will be how to conceptually implement a long-term vision while minimizing throwaway capital costs. The question of how to order the transition from the medium-term Capitol Corridor service to a long-term Capitol Corridor service will likely require some more developed analysis and doing so should be subject to the evaluation of the full CCJPA Board after the long-term ridership potential is discussed.

In a presentation to the full CCJPA Board for this agenda item, the CCJPA staff will highlight the key findings of the high-level engineering analysis and the planning objectives to meet, as well as the challenges to moving forward on the long-term vision. The presentation will also highlight the related sea level rise vulnerability assessment work of CCJPA's Climate Corps Bay Area fellow.

RECOMMENDATION

For information. Staff will receive comments to and proposed revisions to preliminary draft *Vision Plan*, which will be further updated with a final report to be completed in November 2014.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: OVERVIEW OF CURRENT AND PROPOSED CRUDE OIL TRAIN SHIPMENTS
ALONG CAPITOL CORRIDOR ROUTE

PURPOSE

For the CCJPA Board to receive an informational report on the current and proposed train movements carrying crude oil along the Capitol Corridor route to refineries in northern California and the central coast.

BACKGROUND

The movement of crude oil by trains has received a lot of attention over the past year. Most, if not all, of this attention has been due to incidents and accidents which have caused significant damage to track infrastructure and adjacent communities and have resulted in injuries/fatalities of train crews and citizens of these surrounding communities. In Northern California, staff is aware of two (2) proposed projects that would increase crude by rail (CBR) activities that would increase the number of freight trains serving oil refinery facilities in Santa Maria (Central Coast south of San Luis Obispo) [approximately 1 CBR train per day] and Benicia, which are subject to current ongoing state environmental reviews (CEQA Environmental Impact Report [EIR]) [approximately 1-2 CBR trains/day].

Staff has prepared a memorandum (sent under separate cover) with the assistance of CCJPA legal and outside counsel to: (1) provide an overview of the obligation of freight railroads as "Common Carriers" to transport crude oil; (2) describe recent modifications to the regulatory rules and operating practices for CBR in reaction to previous accidents involving CBR trains; and (3) help guide any actions of the CCJPA Board with respect to any publically-released CEQA documents for CBR projects along or near the Capitol Corridor route.

Per the referenced memorandum, CCJPA may not directly alter or change the movement of CBR trains in the Capitol Corridor, and would need to seek the approval/agreement from Union Pacific Railroad (UPRR) for any change in freight operations; however, the CCJPA Board may be able to limit and/or influence the impact of CBR trains on the superior operational performance of the Capitol Corridor trains. The CCJPA enjoys an excellent business relationship with UPRR, a Common Carrier under federal law and regulations, and staff will seek ensure that UPRR and the CBR project sponsors recognize the benefits of this partnership --- supplemental track maintenance, joint capital maintenance upgrades, enhanced performance incentive payment program, and shared capacity gains through the investment of CCJPA publicly financed projects.

RECOMMENDATION

For information.



Date: September 10, 2014

From: David B. Kutrosky

To: CCJPA Board

Service Performance Overview

A total of 120,553 passengers rode Capitol Corridor trains in August, an uptick of 2.2% compared to August 2013 and marking the fifth consecutive month of ridership increases for the service. Revenue for August 2014 was up 0.5% over August 2013. The year to-date (YTD) Operating Ratio is 50%, below the business plan standard of 53% due to revenues being budget projections. YTD On-time Performance (OTP) remains a superb 96%, maintaining Capitol Corridor as the most reliable service in the Amtrak system.

These ridership and revenue results are even more remarkable given the limited operation of the Capitol Corridor (only late afternoon/evening train service) on August 24, 2014 due to the closure of the rail route for inspections in response to the Napa earthquake.

| Standard | Aug. 2014 | vs. Aug. 2013 | YTD | vs. Prior YTD | vs. FY14 Plan |
|-----------------|-------------|---------------|--------------|---------------|---------------|
| Ridership | 120,553 | 2.2% | 1,300,050 | 0.5% | -5.3% |
| Revenue | \$2,494,001 | 0.5% | \$26,625,365 | -0.9% | -7.0% |
| Operating Ratio | 42% | 44% | 50% | -2.0% | -5.3% |
| OTP | 96% | 96% | 96% | 1.2% | 6.7% |

Notes: August 2014 marked the fifth consecutive month of ridership increases for the Capitol Corridor. In August 2014, a total of 120,553 passengers rode the Capitol Corridor trains, up 2.2% versus August 2013. Revenue slightly increased by 0.5% versus August 2013. Year to-date (YTD) Operating Ratio is 50%, which is below standard of 53% due to revenues coming in less than budget projections. YTD On-time Performance (OTP) remains strong at 96%, keeping the Capitol Corridor in the #1 spot for OTP in the Amtrak system.

The following are ridership highlights from August 2014:

- Average weekend ridership was up by 11% over weekend ridership in August 2013. This spectacular growth was primarily due to the historic ridership to the 49ers exhibition game on Sunday, August 17, 2014 at the new Levi's Stadium, which is adjacent to the Great America/Santa Clara Station. Weekend ridership and total ridership would have been even higher if the Napa earthquake hadn't temporarily ceased Capitol Corridor service on August 24 during the 49ers exhibition game at Levi's stadium.
- Average weekday ridership was up a strong 4% compared to August 2013, which was primarily due to continued growth for the trains traveling to and from San Jose/Silicon Valley and a recent upswing in ridership on the two trains serving the Placer County stations.
- Detailed data for the top 25 city-pairs stations through June is provided below.

Customer Service Program Upgrades

- CCJPA Bicycle Access Program: Using the available rolling stock, CCJPA has worked with Caltrans Rail and Amtrak to generally ensure that there are two cars on selected trainsets (in the cab car, opposite the locomotive, and car # 2 positions) with extra bicycle capacity. This on-board program has reduced crowding of bicycles in passenger areas even as the demand for on-train bicycle access continues to increase.

To provide additional bike capacity, consistent with the adopted CCJPA Bicycle Access Plan, the CCJPA will be requesting an allocation of \$556,000 in October 2014 from the California Transportation Commission (CTC) for the installation of bicycle eLockers at 13 of the 17 stations Capitol Corridor serves. (Joint Capitol Corridor/BART stations, which already have them, and Caltrain stations are the exceptions.) Once that process is underway, CCJPA will work to implement the folding bicycle lease program to further reduce on-train bicycle crowding and/or induce more convenient and safe Capitol Corridor travel with bicycle access as the first/last mile portion of the trip.

- **Improvements to CCJPA Train Status Feature on Website:** Contract negotiations continue with the selected vendor who is tasked to implement upgrades to the train status feature on the CCJPA website. Once the selected vendor is formally under contract, it is anticipated that these updates will be done in six to eight weeks. The first element will be a visual map display of train status.

Safety Initiatives

- **Safety Fences:** Construction has been completed on a total of 15,802 feet of fencing along the Capitol Corridor route in several locations, including West Sacramento, Sacramento, Suisun, Oakland, and Hayward.
- **Security Cameras at Capitol Corridor Stations:** With initial engineering design complete, installation will begin for camera and surveillance equipment at the Auburn, Rocklin, Roseville, Suisun, Martinez, Emeryville, Oakland Jack London, and Fremont stations.
- **Platform Safety Upgrades:** In early 2014, CCJPA and Amtrak staff have begun a program of safety access upgrades at selected Capitol Corridor train stations, which include, but are not limited to, replacing broken platform tactile edges, repainting platform tactile edges, restriping yellow safety lines along the main platform, repainting safety text along platforms, and installing safety signs. After the Davis station was completed in May 2014, similar work was undertaken at the Roseville, Suisun, Berkeley, and Fremont stations. This work was completed in July 2014. The next stations to receive safety upgrades are Berkeley, Great America/Santa Clara, Hayward, Oakland-Coliseum, Richmond, and Auburn.
- **Positive Train Control Update:** The Union Pacific's plan for PTC implementation remains the same in that the Los Angeles basin will be first, with the Northern California area following. Initial reports are that the implementation of PTC in the LA Basin has been delayed to the third quarter 2015, putting PTC installation on the Capitol Corridor route sometime after the fourth quarter of 2015 or perhaps later. A recent report by the Government Accounting Office has suggested that PTC installation could be delayed by a variety of technical and administrative challenges. However, the recent serious accident on the Metro North commuter railroad in New York has renewed the visibility of the PTC installation project.

Installation of the PTC equipment on the state-owned locomotives and cab control cars is complete, with all locomotives and cab cars equipped. Initial discussions have begun with Caltrain to develop a schedule and program to test state-owned PTC-installed Capitol Corridor trains in Caltrain territory once the PTC trackside equipment is installed and tested on the Caltrain route.

Project Updates

- **CCJPA Oakland-San Jose Phase 2 Project:** The first task for this project has begun and involves the conceptual design for the extensions of the double track in the segment between Fremont to Santa Clara/University stations, excluding the five-mile section of single track in the Alviso wetlands area. This effort is continuing in parallel with discussions including UPRR and the California State Transportation Agency (CalSTA).

- Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering: A Notice of Preparation (NOP) was issued on August 1, 2014 to commence the public comment period for the Sacramento to Roseville 3rd Track Project, which will allow for the increase of Capitol Corridor service to/from Roseville to 10 daily round trips. The NOP is part of the environmental documentation compliance process with the California Environmental Quality Act (CEQA). The CEQA document is anticipated to be an Environmental Impact Report. A parallel National Environmental Policy Act (NEPA) for an Environmental Assessment (EA) is ongoing as well. After issuance of the NOP, two public workshops were held, one on Roseville and one in Sacramento, to directly receive public comments. An online workshop was also made possible complete with online comments available. Additionally, the CCJPA staff provided two on-train workshops on the evening/morning train to/from Auburn. The NOP process is now closed and no unexpected comments were received.

At this time the consulting team is performing the environmental analysis for the preparation of the respective CEQA and NEPA environmental documents. CCJPA staff and its consultants continue to consult with affected resource agencies and the cities of Roseville and Sacramento. Additional phases of stakeholder engagement as well as public meetings are on schedule for release of the draft EIR/EA in late winter 2015, leading toward CEQA adoption of the EIR in November 2015 by the CCJPA Board. NEPA approval will be subject to the Federal Railroad Administration (FRA). Status of

Marketing

Updates on marketing and communications programs and activities will be sent under separate cover.

Outlook – Closing

Going into the last month of FY2014, the performance of the Capitol Corridor continues its steady improvement. Ridership and revenues have been on the rise over the last five months, expenses continue to be slightly below budget, OTP remains the best in the Amtrak system, and the Capitol Corridor customer satisfaction scores based on the most recent survey conducted in June 2014 were the highest in two years. With revenues lower than current budget-year projections, the YTD Operating Ratio is 50%, below the FY2014 goal of 53%. OTP continues to be a bright spot, with YTD reliability of 96% (best in the nation and in the history of the service), which has helped keep customer satisfaction scores high.

The enactment of the State's Cap and Trade Program in the FY14-15 State Budget marks the beginning of a new opportunity to provide a sustained stream of capital funding for the Capitol Corridor and other transit services. The CCJPA will continue to participate in the development of the guidelines for the investment of these Cap and Trade revenues for transit/intercity passenger rail projects/services.

| City-Pair Ridership | | June 2014 | City-Pair Ridership | | Oct 2013 - June 2014 |
|---------------------|-------------------------------|----------------|---------------------|-------------------------------|-------------------------|
| 1 | Emeryville - Sacramento | 15,396 | 1 | Emeryville - Sacramento | 133,964 |
| 2 | Martinez - Sacramento | 9,081 | 2 | Martinez - Sacramento | 84,414 |
| 3 | Richmond - Sacramento | 8,995 | 3 | Richmond - Sacramento | 77,536 |
| 4 | Oakland - Sacramento | 6,760 | 4 | Oakland - Sacramento | 59,315 |
| 5 | Davis - Emeryville | 5,617 | 5 | Davis - Emeryville | 53,790 |
| 6 | Sacramento - San Jose | 4,787 | 6 | Sacramento - San Jose | 44,551 |
| 7 | Davis - Richmond | 4,152 | 7 | Davis - Richmond | 37,842 |
| 8 | Davis - Sacramento | 4,054 | 8 | Davis - Sacramento | 36,864 |
| 9 | Sacramento - Suisun City | 3,716 | 9 | Sacramento - Suisun City | 36,466 |
| 10 | Berkeley - Sacramento | 3,266 | 10 | Berkeley - Davis | 33,532 |
| 11 | Berkeley - Davis | 3,057 | 11 | Davis - Martinez | 29,310 |
| 12 | Davis - Martinez | 2,940 | 12 | Berkeley - Sacramento | 29,228 |
| 13 | Emeryville - Suisun City | 2,760 | 13 | Emeryville - Suisun City | 24,297 |
| 14 | Oakland Coliseum - Sacramento | 2,595 | 14 | Davis - Oakland | 20,225 |
| 15 | Oakland - San Jose | 2,136 | 15 | Oakland - San Jose | 20,159 |
| 16 | Davis - Oakland | 2,123 | 16 | Great America - Oakland | 17,315 |
| 17 | Great America - Oakland | 1,940 | 17 | Oakland Coliseum - Sacramento | 15,457 |
| 18 | Great America - Sacramento | 1,632 | 18 | Great America - Sacramento | 14,157 |
| 19 | Emeryville - San Jose | 1,473 | 19 | Davis - San Jose | 13,957 |
| 20 | Davis - San Jose | 1,471 | 20 | Emeryville - San Jose | 13,898 |
| 21 | Fremont - Sacrmnto | 1,439 | 21 | Oakland - Suisun City | 11,277 |
| 22 | Oakland - Suisun City | 1,185 | 22 | Fremont - Sacrmnto | 10,993 |
| 23 | Hayward - Sacramento | 1,007 | 23 | Hayward - Sacramento | 8,996 |
| 24 | Davis - Great America | 698 | 24 | Davis - Great America | 6,763 |
| 25 | Sacramento - Santa Clara | 455 | 25 | Sacramento - Santa Clara | 4,425 |
| | All other markets | 23,867 | | All other markets | 221,391 |
| Total | | 116,602 | Total | | 1,060,122 |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: WORK COMPLETED (September 17, 2014 Meeting)

PURPOSE

To provide a report on work completed up to the September 17, 2014 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Platform Safety Upgrades. Following a successful completion of the safety upgrades to the Davis station boarding platforms, similar work was undertaken at Roseville, Suisun, Berkeley and Fremont stations. This work included safety information signage, repairs to the tactile strip on boarding platforms, and replacement of the safety striping and warning messages. This work was completed in July 2014.
- b. Train Status Improvements to CCJPA Website. Staff has selected a vendor to revamp and improve the CCJPA train status web application and create a mobile device application. A formal contract with the vendor should be done in early September and the work team has outlined preliminary workflow process and production timeline. Once a vendor is formally under contract, it is anticipated that these updates will be done in 6 to 8 weeks
- c. Marketing Activities (June – August 2014). The following work has been completed as part of the CCJPA's FY 13-14 and FY 14-15 Marketing and Communication Programs:
 - Advertising:
 - Take 5 Offer is a discount opportunity for small groups, and is being promoted via social media, online advertising and radio traffic sponsorships. This offer is valid through November.
 - Publications:
 - July 28, 2014 Timetable: New schedule with adjusted weekend trains.
 - New Train Treks brochure developed
 - Promotions:
 - Oakland A's, Sacramento River Cats – In progress
 - Levi's Stadium –25% discount offer for travel to Levi's Stadium began in August. More than 700 passengers attended the first home pre-season football game at Levi's Stadium.
 - Visit Oakland – started ongoing partnership with the Oakland Convention and Visitor's Bureau to promote travel to Oakland via Capitol Corridor
 - Events/Media Relations/Customer Communications
 - NASCAR Express Train 6/22/14
 - Sacramento River Cats VIP group – 6/22/14
 - San Jose Jazz Festival (August) – cross-promoted event

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** September 10, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: WORK IN PROGRESS (September 17, 2014 Meeting)

PURPOSE

To provide an update on work in progress up to the September 17, 2014 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. CCJPA Oakland-San Jose Phase 2 Project. The CCJPA has procured and entered into a task order-based contract with a railroad engineering consultant to develop the various project design elements of the Union Pacific Railroad (UPRR) portion of the Oakland to San Jose Phase 2 Project. The first task for this project has begun and involves the conceptual design for the extensions of the double track in the segment between Fremont to Santa Clara/University stations, excluding the 5-mile section of single track in the Alviso wetlands area. This effort is continuing in parallel with discussions including UPRR and the California State Transportation Agency (CalSTA).
- b. Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering. The purpose of the Sacramento to Roseville 3rd Track project is to provide capacity to increase service to/from Roseville to ten daily round trips. A Notice of Preparation (NOP) was issued on August 1, 2014 to commence the public comment period for the Sacramento to Roseville 3rd Track environmental documentation compliance with the California Environmental Quality Act (CEQA). The CEQA document is anticipated to be an Environmental Impact Report. A parallel National Environmental Policy Act (NEPA) for an Environmental Assessment (EA) is ongoing as well. After issuance of the NOP, two public workshops were held, one in Roseville and one in Sacramento, to directly receive public comments. An online workshop was also made possible complete with online comments available.

Additionally, the CCJPA staff provided two on-train workshops on the evening/morning train to/from Auburn. The NOP process is now closed and no unexpected comments were received. At this time the consulting team is undergoing the environmental analysis for the preparation of the respective environmental documents. CCJPA staff and its consultants continue to consult with affected resource agencies and the cities of Roseville and Sacramento. Additional phases of stakeholder engagement as well as public meetings are on schedule for release of the draft EIR/EA in late winter 2015, leading toward CEQA adoption of the EIR in November 2015 by the CCJPA Board. NEPA approval will be subject to the Federal Railroad Administration (FRA).

- c. CCJPA Bicycle Access Program. Using the available rolling stock, CCJPA has worked with Caltrans Rail and Amtrak to generally ensure that there are two cars on selected trainsets (in the cab car, opposite the locomotive, and car # 2 positions) which have extra bicycle capacity. This on-board program has reducing crowding of bicycles in passenger areas even as the demand for on-train bicycle access seems to be pushing upward constantly.

To provide additional capacity, consistent with the adopted CCJPA Bicycle Access Plan, in October 2014, the CCJPA will be requesting an allocation from the California Transportation Commission (CTC) of \$556,000 for the installation of bicycle eLockers at 13 of the 17 stations Capitol Corridor serves (joint

Capitol Corridor BART stations which already have them and Caltrain stations are the exception). Once that process is underway, CCJPA will work to implement the folding bicycle lease program to further reduce on-train bicycle crowding and/or induce more convenient and safe Capitol Corridor travel with bicycle access as the first/last mile portion of the trip. Using the available rolling stock, CCJPA has worked with Caltrans Rail and Amtrak to generally ensure that there are two cars on selected trainsets (in the cab car, opposite the locomotive, and car # 2 positions) which have extra bicycle capacity. This on-board program has been reducing crowding of bicycles in passenger areas even as the demand for on-train bicycle access seems to be pushing upward constantly.

- d. Positive Train Control Update. The Union Pacific's plan for PTC implementation remains the same in that the Los Angeles basin will be first, with the Northern California area next. Initial reports are that the implementation of PTC in the LA Basin has been delayed to third quarter 2015, putting PTC installation on the Capitol Corridor route sometime after the fourth quarter of 2015 or perhaps later. The Union Pacific is also studying the possibility of beginning an initial phase where both PTC equipped and non-PTC equipped trains would operate over the Capitol Corridor route together, as a way of testing the system. Possible challenges to the overall implementation of PTC include expected action by the Federal Communications Commission (FCC) regarding coordination of radio frequencies, and potential action by the US Congress to change the deadline date. A recent report by the Government Accounting Office has suggested that PTC installation could be delayed by a variety of technical and administrative challenges. However, the recent serious accident on the Metro North commuter railroad in New York has renewed the visibility of the PTC installation project.

Installation of the PTC equipment on the state-owned equipment is currently complete with all locomotives and cab cars equipped. Initial discussions have begun with Caltrain to develop a schedule and program to test state-owned PTC-installed Capitol Corridor trains on Caltrain territory once the PTC trackside equipment is installed and tested on the Caltrain route.

- e. Proposed Extension of Capitol Corridor Trains to Salinas. TAMC Staff are preparing to kick off the design work for the Salinas Extension Kick Start project in September 2014.
- f. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2014-15 Marketing Programs:
- Advertising:
 - Take 5 Offer is a discount opportunity for small groups, and is being promoted via social media, online advertising and radio traffic sponsorships. This offer will be valid through November.
 - Working with Amtrak to develop permanent small group ticketing option based on the Take 5 Offer that may have flexible savings.
 - Publications and Promotions:
 - Ride/Policy Guide in progress
 - Cal Football – In progress
 - Oakland Raiders
 - Levi's Stadium –25% discount offer for travel to Levi's Stadium is valid through April 2015 to promote travel to Great America/Santa Clara for all events at Levi's Stadium
 - Feld Entertainment/Disney On Ice – Joint promotion with Amtrak will begin in October
 - Group Travel – collaborating with Amtrak to improve the booking process both internally and externally so that CCJPA can focus on sales and marketing of the program.
 - Events/Media Relations/Customer Communications
 - Rail Safety Month (September) – events in Emeryville and Sacramento, and other California stations, asking passengers to sign a pledge banner to "Be Track Smart"
 - Train Status Web Site improvements in progress
 - Bicycle Access Plan – developing new decal design for car exteriors

RECOMMENDATION

For information only.